

Gill-netter skipper wins Grimsby lumper battle

GRIMSBY inshoremen can continue to unload their boats under present rules following a victory in a stand-up fight by the port's lone gill-netter skipper, Eric Loss of Wardley.

An industrial tribunal has over-ruled the National Docks Labour Board which has sought to impose new regulations forbidding inshore fishermen their traditional right to discharge their own catches.

Skipper Loss, and David Ellis, owner of the inshore boat *Jan-Erna*, opposed the NDLB.

They took the matter to arbitration and, after a 5-day hearing, the tribunal sitting at Lincoln announced its decision in favour of the inshore fishermen on Monday.

Full details of the findings will not be known until mid-July as the chairman of the Sheffield-based tribunal office is in America. However, the decision has been announced informally to clear the air.

The news was greeted with relief by the inshore industry at Grimsby. The NDLB would not comment pending the publication of tribunal findings; however, it will act on the informal announcement.

It had been feared that a ruling against the inshoremen would badly hit the industry at Grimsby and, particularly, the visiting inshore liners which land choice dogfish during the summer.

It was very much a personal triumph for Skipper Loss. The whole problem arose when lumper staged a token strike as his crew landed just 6 kits of fish in February. Grimsby was hit for 24 hours.

The NDLB had been unable to implement the proposed sections against the inshoremen pending the tribunal hearing.

Right: Skipper Eric Loss — a victory for the port's inshoremen.



THREE BEAT £60,000

THE FIRST three days of this week provided Grimsby with trips of over £60,000-plus one of the best middle water performances this year. And all from the one company — British United Trawlers.

All three distant water trips were to Bear Island and

on Monday *Northern Gift* started the ball rolling with £60,332 for 2,145 kits from a 26-day trip.

On Tuesday, *Ross Renown* hit £65,280 landing 2,266 kits from a 26-day trip.

A £65,690 trip by *Ross Revenge* on Wednesday

capped the lot. She had been 24-days on the grounds for 2,266 kits.

In the middle water section, the week started off extremely well when on Monday *Ross Leopard* made £31,486. After a 17-day trip to Faroes/Westerlille she brought back a mixed catch of cod, haddock and coley.

TIGHTEN UP ON LICENCES

A STRICT licensing system for third country vessels has been called for by the European Parliament.

This was made after debating the EEC Commission proposals to replace the present temporary system which runs out at the end of the month.

The new system will be a permanent one and the Parliament said that the

licence should state the number of fish of each species boat could catch.

It should also specify the fishing method and type of gear the boats could use.

The Parliament also called for Community rules to be member states which extend the fishing limits outside 200-miles at the beginning of this year.

Following the extension of the limits, the Commission negotiated the licensing arrangements with member countries, most of which were given quotas of fish they could take from Community waters and specific vessels.

Charging

The Assembly proposed that a fee should now be charged for the licence. It did not say how much the fee should be.

The interim licensing system for non-EEC countries was extended for another three months.

The present agreement was due to end this month. Fish catch quotas for non-EEC countries by the end of the year will also be extended for the same period.

SILKIN — 'a fighter'

"IN MY opinion Silkin is a fighter. We must fight with him and help him win through. These were the words of one of Britain's leading trawler owners in Hull last week.

Speaking at a conference on the future of the fishing industry, Andrew L. Murr, president of Hull Fishing Vessel Owners' Association, said that the whole future of the fishing industry depends on the successful outcome of negotiations with the EEC.

While Mr. Murr seemed confident that the Minister would put forward a strong case for Britain, he pointed out that support from the Ministry had been sadly lacking on the problems of quotas and licences.

Restrictions on regulations have made fishing a nightmare for trawler skippers, said Mr. Murr. Legislation has not helped, but the Ministry has been of little help.

Mr. Murr pointed out that on one occasion his trawler manager had to make a trip to Newfoundland to get a licence situation for the fleet sorted out.

There was also a warning for the unions. "The unions have refused to even consider our decentralisation proposals," he said. "The fishing industry will never tolerate a closed shop, said Mr. Murr.

"If shop stewards take on ships, my company will up its fleet," he added.

Conference report next week.

Drift ban stays

A BID to get the ban on drifting for salmon in Scottish waters lifted has failed.

The Under-Secretary of State for Scotland, Hugh Brown MP, turned down a request by Hemish Watt, SNP MP for Banffshire, to consider ending the ban.

The ban is the only one in the EEC hit by the ban and Mr. Watt expressed anger at Mr. Brown's reply. He has threatened to take the matter to the European Court of Justice if necessary.

Lucky

Mr. Watt, in a sharply-worded statement, said it is absolutely ridiculous that a Socialist government should agree to a measure which was designed purely to protect the interests of a few riparian owners and anyone lucky enough to be granted a licence in fish for salmon in the reaches of the rivers.

Scotland's fishermen are quite prepared to operate strictly under licence and from vessels under 40ft. which cannot go into deep waters searching for other species of fish.

MANX SEASON STARTS WITH MINI HERRING

EARLY season herring being landed in Manx ports are so small that questions were being asked about them in the Isle of Man Parliament, Tyowald, this week.

Manx MP, Norman Radcliffe, told members that fishermen were expressing concern about the "exceedingly small dimensions" of the herring. He also called for immediate action to conserve Irish Sea herring stocks before it is too late.

The season is still in its very early stages, with only

two Manx and two Ulster boats operating. Herring catches so far have been satisfactory in number only.

A spokesman for the Manx Board of Agriculture and Fisheries commented: "The herring are of mixed quality, as they generally are at this time of the year. But they do tend to be on the small side."

The real Manx herring season got off to a quiet start at the end of May. During the first week — ending on June 4 — 1341 units were landed at Peel. They earned a total of £3,000 and there were 500 to 600 fish per unit.

The total catch for the week ending June 12 was up to 2111 units and these averaged £22 per unit at the auction.

The weather has kept prices fluctuating. On Wednesday of last week the one unit landed sold for £34; the day before there were 28 units.

"There is nothing at all dramatic yet about the catches," the spokesman said. "The boats are averaging between 20 and 30 units a day."

Despite their diminutive size, most of the fish are being bought up by local curers for kippers.

Signal: close

THE RADIO signal station at Killingholme, on the south bank of the Humber, which controls trawlers bound for Hull docks is to close next Thursday due to lack of work.

The three men manning the station are to be sacked because the Hull fleet has declined so much it cannot make full use of the round-the-clock service which includes allocating berthing turns.

Hull Radio, a port information service operated by the British Transport Docks Board, will take over from Killingholme.

A spokesman for UK Trawlers Mutual Insurance Co. Ltd. told *Fishing News*: "Not long ago trawlers used to be queuing to enter the Hull fish dock but, now, if we have two ships waiting that is quite an event."

The closure of the Killingholme station is an economy measure brought about by the lack of vessels using the station.

There is no question of the facilities offered to trawlers being affected by this move. There will be no change in the facilities for trawlers to receive information and instructions regarding movements, docking times, safety and hazards. This function will now be carried out by Hull Radio, which will maintain a 24-hour service.

A former member of the Hull fishing industry recalled that the Killingholme Signal Station was built in 1939 by Hull Steam Trawlers' Mutual Insurance Co. In the days when Commander F. W. Hawkrig was manager and secretary; this concern now forms part of UK Trawlers' Mutual Insurance Co. Ltd.

Until the opening of the Killingholme Station shortly before World War 2, a signaller at the lock head of Hull's old fish dock used to give trawlers their berthing turn numbers.

RESEARCH TRAWLER FOR SALE

THE 22-year-old former fishery research trawler *Sir William Hardy* is for sale 'as lying' at West India Dock, London.

The 130 ft. side trawler-type craft was replaced in April this year by the former Boyd Line freezer trawler *Arctic Privateer* which was re-named G. A. Reay.

Aberdeen's Torry Research Station operated *Sir William Hardy* which has a moulded breadth of 27ft.6in. and moulded depth, 15ft. Her light displacement is 485 tons.

Offers for the ship must be lodged with the Department of Trade in London by July 26.

Boston ends bad run

GOOD Bear Island fishing by a Boston Deep Sea Fisheries' trio went some way towards ending the group's unlucky run at the South Humber port last week.

Only Consolidated Fisheries' *Gillingham* (Skipper John J. Loades) on £39,663 from 1,256 kits spilt a complete take over of the major distant water plectics by the Boston trawlers *Prince Phillip*, *Voleus* and *William Wilberforce*. The markets were the best for weeks.

Gillingham's 24-day Bear Island trip was good enough to bag second spot, but no one could better *Prince Phillip*

(Skipper Ray Harries) and her 28-day 'codstuff special' of £46,974 made from 1,602 kits.

It was a fine comeback trip after a series of disappointments for *Prince Phillip* which, at 140 ft., is one of the port's smallest deep water trawlers. Apart from *Gillingham*, she was streets ahead of her bigger-sisters *Voleus* (£37,829 from 1,252 kits) and *William Wilberforce* (£33,944 from 1,150 kits) after 24 and 25-day trips.

June is traditionally a difficult time for merchants, but the unseasonal bitterly cold weather is proving something

of a blessing for trade. Middle water catches also sold exceptionally well and there were a number of fine spreads of mixed fish.

With limited access to the Faroees grounds, everyone made westward. Bigish hauls of 'blackies' and 'dngs' restricted trips in this section to just two above a £20,000 grossing, whilst lumpy seas made fishing more than difficult.

BUT's *Ross Cheetham* showed what could be done. Skipper Tom Ross got on to codstuffs and haddocks to gross a really hard-earned £28,990 from a 16-day mixed-ground trip, although H. L.

Taylor's *Yessu* (Skipper Pete Brown) gave him a run for his money but fell short, in the end, with £22,343 from 857 kits after 18 days.

The unwhoppiest feature of the middle water fishing is the continued disappointing form shown by distant water trawlers forced on to these grounds as an alternative to being tied up.

No doubt in time they will adjust but, meantime, £12,021 from 462 kits by BUT's *Ross Kelly* — and £13,739 from 474 kits by Consolidated's *Real Madrid* — serve to emphasise the terrible quandary the owners are facing.

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Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.

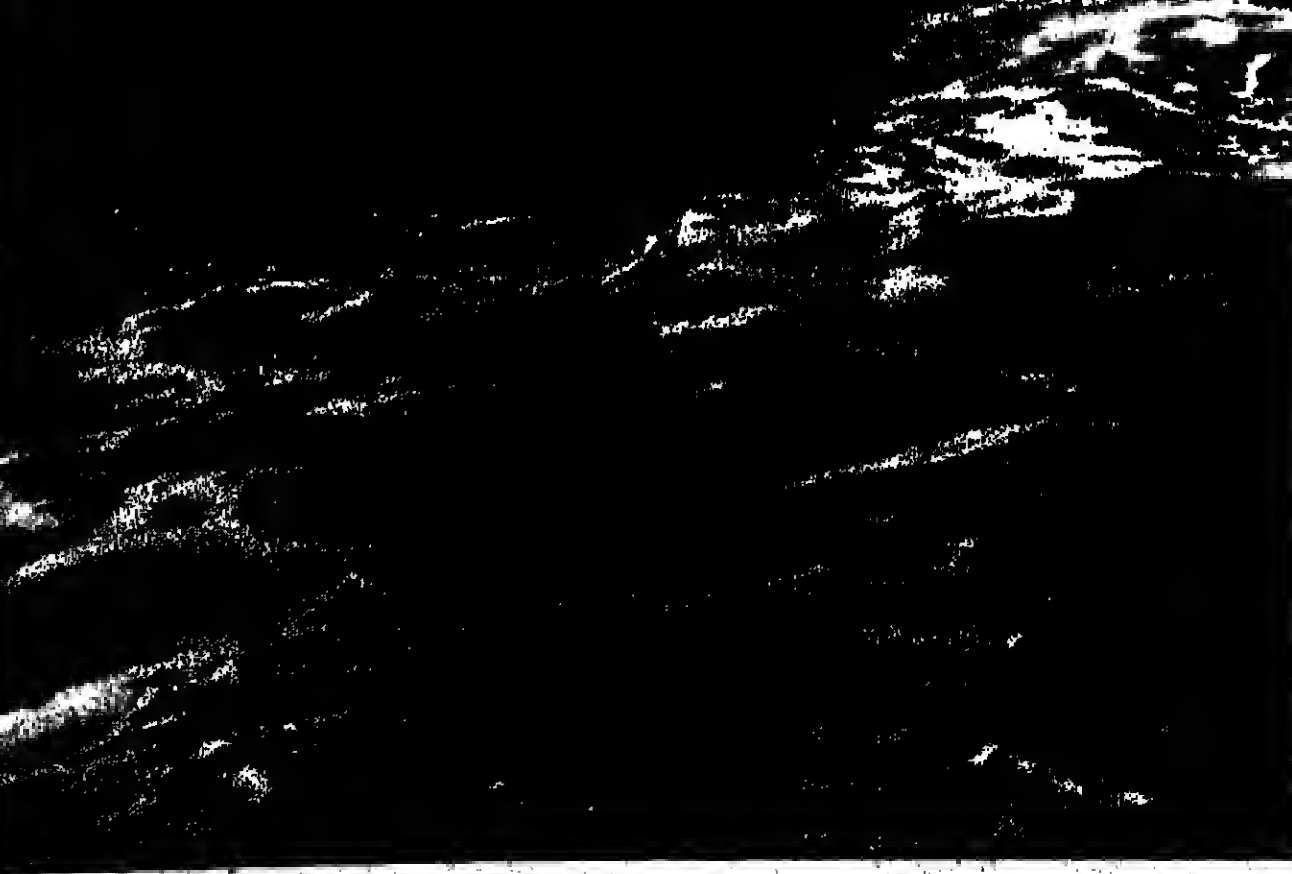
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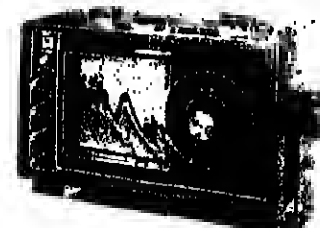


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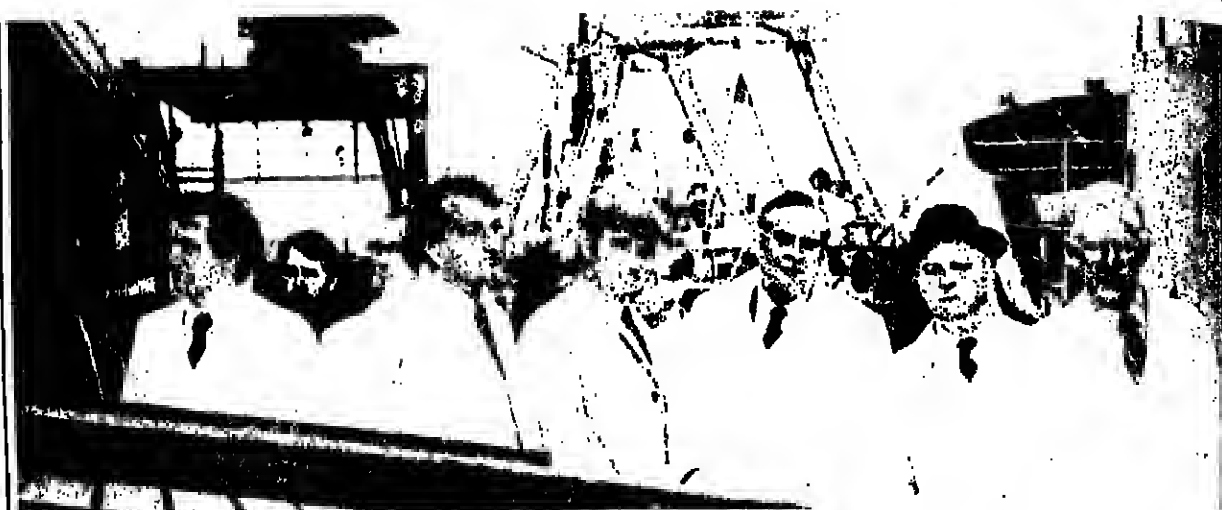
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DRE



Early morning start for the Minister of Agriculture and Fisheries, John Silkin (third from right). During an escorted tour of the fish dock he saw fish being discharged from distant water ships and sold on the market.

THE PORT of Hull provided a strange contrast last week. While the sadly depleted fishing fleet managed an average of only one landing a day, just half-a-mile down the dock huge sums of money were being spent on fishing gear at the Catch '77 exhibition which closed on Sunday.

Somewhat hard-hit trawler firms were dragging up funds to re-equip the deep-sea fleet for pelagic fishing on a massive scale.

This move was well in line with the direction for British fishing pointed out by the Minister of Agriculture and Fisheries, John Silkin.

At a press conference staged after he had officially opened the show, Mr. Silkin said that in the long term

British fishermen would have to concentrate on the stocks available close to home.

Perhaps the most hopeful note sounded by Mr. Silkin was when he said that Britain must reserve the right to bring in her own conservation measures if those proposed by

the EEC were insufficient to save stocks.

Adding to the drive for pelagic fish, the White Fish Authority was handing out samples of blue whiting and mackerel for visitors to try at the show.

While the exhibition did

not attract quite the volumes of visitors as there in the same series at the dock last year, there was plenty of top fishing talk about.

The quisms of many exhibitors marooned in a dingy deep-sea port must be eased when they saw some of the top names on the northern inshore scene around. These included skippers like Dick Smith, Jim Slater and Al Aitchison. There were also groups of fishermen from Scarborough, Bridlington and Whitby at the show.

While there were a few skippers around from the Westcountry, Peter Bate who works Braintree in Plymouth told *Fishing News* that he was appalled by the indications at the show of huge mackerel landings. While the Hull trawler owners were out in force, even sporting their own state-of-the-art trawler firms were thin on the ground.

One of the big stories at the show was from a small firm from the Shortway Rope Guides Ltd. First time out at a fishing exhibition this firm brought a newly-developed rope towing roller (Fishing News June 3), and walked off with sales of nearly £150,000.

One Scottish stern trawler operator is reported to have shown interest in trying Shortway rope guide in place of conventional galloes.

Another first-time at the show was Sait Electronics, a big range of radio and navigation equipment seemed well down well.

Fishing News will be taking a close look at the equipment in the coming weeks.

Showtime on Hull dock



The Catch '77 exhibition before it was 'unbuttoned' to visitors. Over 100 companies took part and the show attracted fishermen from Shetland to Cornwall. The doors closed on Sunday after a five-day run.



Above: The Minister holds an oil painting of the freezer trawler Cordella which was presented to him by the exhibition organisers.

Left: The 54ft. yacht Navigator sailed into Hull as a floating showcase for a range of electronic equipment manufactured in Norway. UK agents for this equipment, Sait Electronics, also had a stand in the main exhibition.



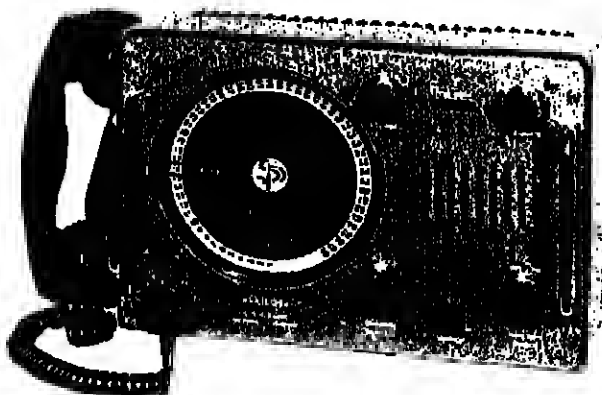
Above: The Minister on the White Fish Authority stand talks to technician, director 'Bob' Bennett (right) and the chairman, Charles Meek, looks on.



Below: The Minister takes a look over the freezer trawler Cordella accompanied by trawler owner Andrew May and operations director of the fleet, Charles Meek (left).



Right: A taste of blue whiting and mackerel on a close look at the equipment in the coming weeks.

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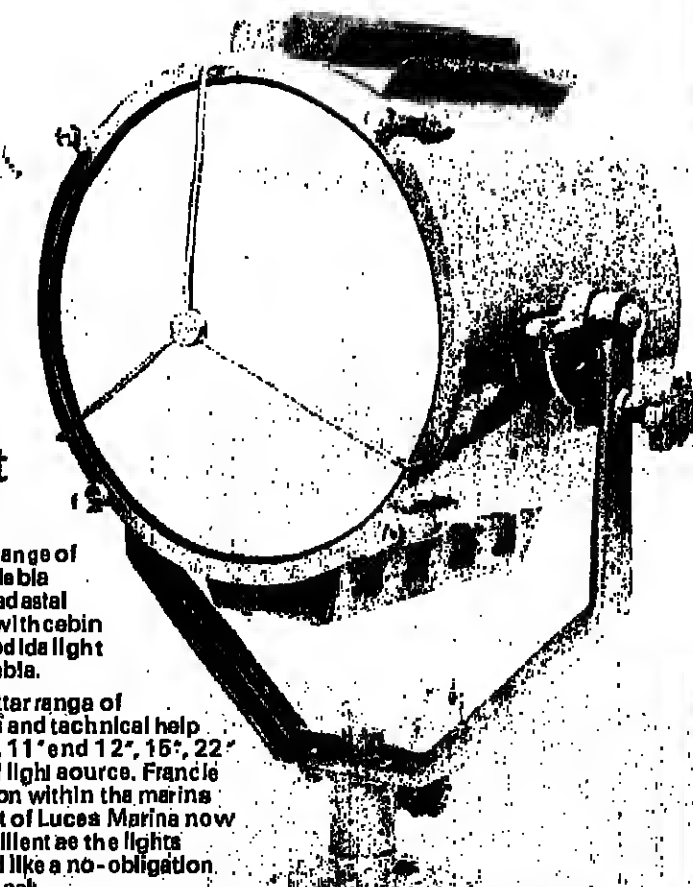
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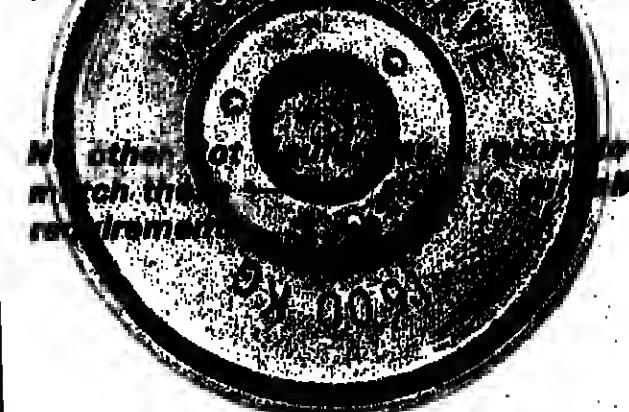
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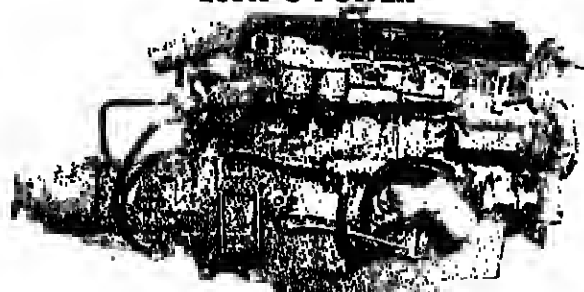
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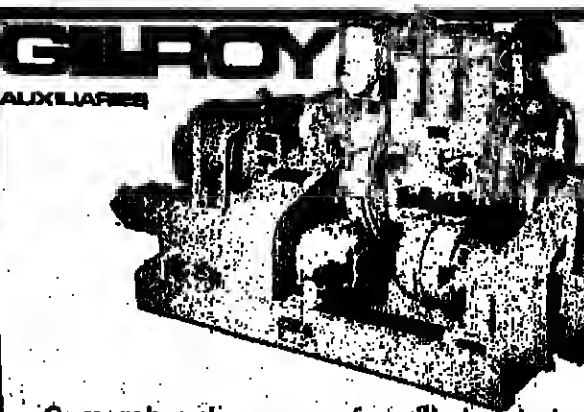


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COMMENT

Keeping credibility

FEARS EXPRESSED at a fishing conference in Hull last week that Norway will call a halt to heavy EEC fishing off her coast bodes ill for the future of fish stocks around our own coast. This is seen from the plans of Humber trawler owners who are to intensify their effort on the south-west mackerel grounds next season.

If the Norwegians do blow the whistle, then the only alternative for the deepsea fleet — other than mackerel — is to go to the Westerlies or be laid up.

Over the past two years, the intensity of fishing on the mackerel has caused huge concern among Devon and Cornish fishermen. Now all looks set for the biggest assault yet on the stocks.

Last season there were abortive efforts between the producer organisations and the Ministry to try and regulate fishing. These were mainly aimed at solving marketing problems. But this time Britain's reputation as a conservation-minded nation could be at stake if fishing gets out of hand on the mackerel next winter.

After all the criticism from Britain about the attitude of EEC fishermen to conservation, the way we handle the mackerel fishery will be closely watched abroad. A false move on the mackerel could see not only the loss of an important stock, but also our credibility at the negotiating table.

Adrift on the river

A LETTER published in *Fishing News* this week from the British Fishing Federation, takes issue with us because of our lack of enthusiasm about the effect of the Thames trawler demonstration, which was expressed in this column last week. As the mainspring behind the protest we would expect the BFF to defend itself against these criticisms.

As far as organisation was concerned and as a spectacle, the demonstration was an obvious success. This is why, along with national newspapers, we gave the event wide coverage.

In saying that *Fishing News* was the "odd man out" among all the newspaper views, the BFF is quite right. Unlike them we just did not stand and admire the spectacle, but went further and examined the effect it was having.

Our's was probably the only reporter on the entrance to Tower Bridge who spoke to car drivers sweating out in a two-mile long traffic jam... and they were definitely not sympathetic towards the demonstration. The people referred to as waving enthusiastically on the river banks, were mainly tourists with time to spare.

If the demonstration had been splashed across the pages of papers in other EEC countries, it could perhaps have been claimed to be effective. It is these nations we are trying to convince that wider limits are a necessity for our industry.

We also think it naive to claim a Cabinet Minister was complimentary about the demonstration. This usually means the action did not have enough effect to embarrass him.

It would be very difficult to claim that there was widespread support among the industry for the demonstration. Even a major BFF port like Grimsby, could only manage to send one old side trawler from the biggest privately owned fleet in the world, plus a small sloop.

The West country fleet, which played a leading part in the Thames demonstration of 1971 never even managed a representative this time. No doubt they remember that the BFF (then known as the BTF) refused them support and told inshoremen that a six-mile limit was enough for them.

fishing news

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'Stab in the back'

LETTERS

SIR, Widespread and sympathetic press, radio and television coverage, the main objective of the Thames demonstration, was achieved. MPA gave their support and praise. The Minister for Agriculture, Fisheries and Food, John Silkin, welcomed it and complimented the industry on its organisation.

Then, like a stab in the back, *Fishing News* is published three days later with a harsh, critical comment on the event. It is ironic that the cynical Metropolitan viewpoint expressed in one of the industry's leading publications should be at variance with the rest of the capital's media. Even the story appearing alongside your 'Comment' served to emphasise that *Fishing News* was the odd man out.

You are, of course, entitled to your personal view. I hope you will grant us the space to say that view was not only unjustified but, on all the evidence, incorrect.

Regrettably, we have to underline that by putting certain facts right, Tower Bridge was not "kept up for hour-long stretches". The bridge's official log records that it was raised between 1134 and 1159 hours and 1259 and 1333 hours — 26 and 34 minutes respectively.

Doubtless we did irritate some divers (and it could be, of course, that *Fishing News*'s own view was protesting at a delayed lunch) but those who took part, including our friends from Billingsgate who distributed thousands of stick-on badges to the cheering crowds on the banks and bridges, are hardly likely to doubt that we both won friends and influenced people.

The unkindest cut of all is your claim that it was "poor reward" for the fishermen who took part. We all felt empty reward. As we saw it the big vessels set the scene and that magnificent surge through Tower Bridge by the flotilla of smaller vessels provided the highlight.

As *Fishing News* circulates to some of our rameter fishing communities not exposed to the full blast of the London media, we would like to make it clear that you are almost alone in labelling the

the press conference for "seeming to find it difficult" to frame reasons for support for our 80-mile claim, may I repeat our opening remarks at the conference.

We were there to tell the press of the plans for the demonstration the following day and not, primarily, to go over again what is now a well-established campaign.

D. N. PARKES,
Director,
British Fishing Federation.



Boston Blenheim — she brought the 60-mile limits message from Fleetwood.

Guernsey's £1m year Spider warning as isle booms

GUERNSEY'S fishing industry grossed over £1m. for the first time last year and continues to expand with an export led boom.

No less than 27 times more crustaceans by weight were exported last year than in 1970, according to the official report of the Channel Islands' Sea Fisheries Committee.

The report reveals that fish from Guernsey now almost monopolises the French market, whereas in previous years sales had been fairly equally shared between France and the United Kingdom.

Over seven times the weight of fish, and 11 times the value of fish, was landed for sale in 1976 compared with 1970.

Credit for the increased productivity is split four ways, says the report: to the enterprise of fishermen, to the stability of the fishing industry achieved over the period, to the capital assistance provided by the States Fishermen's Loans Fund and to improved marketing, particularly by Guernsey Fishermen's Trading Co. Ltd.

Whereas a few years ago the market was somewhat selective, there is now a sale for almost any kind of fish. And it is probable that about 800 people in the island are catching fish for profit at some time during the year.

The increase in the proportion of fish exported to France during 1976 was due partly to the lifting of a levy and other restrictions on the entry of fish into France; also, difficulties in sending unprocessed fish to the UK and the existence of two locally-based fish carriers which ferry fish — mostly crabs — direct to France.

The spider crab fishery now dominates the industry in crustaceans. But there is a note of warning that "too much reliance should not be put upon it for the future."

OBITUARY

Redcar loses Daisy Thompson

MRS. DAISY Ellen Thompson who came from one of Redcar's oldest fishing families has died in hospital aged 88.

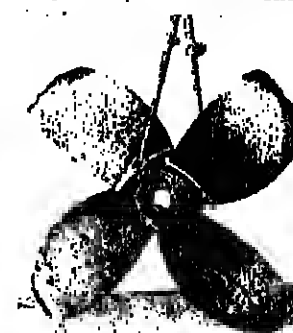
Despite suffering for over 20 years from arthritis, Mrs. Thompson used to shell mussels for local fishermen to use as bait. Her three sons — Jack, Jim and Mark — work their boats Daisy Ellen from Redcar.

Mrs. Thompson's husband, Jack, who died in 1957, was coxswain of Teesside's lifeboat and before her illness Mrs. Thompson took an active part in helping with repairs.

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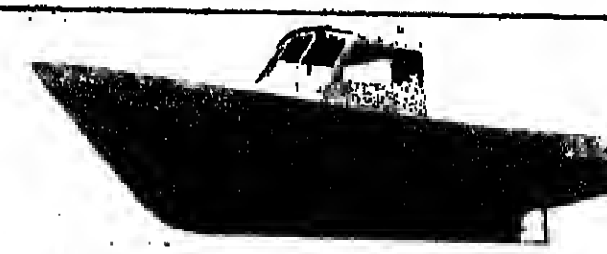
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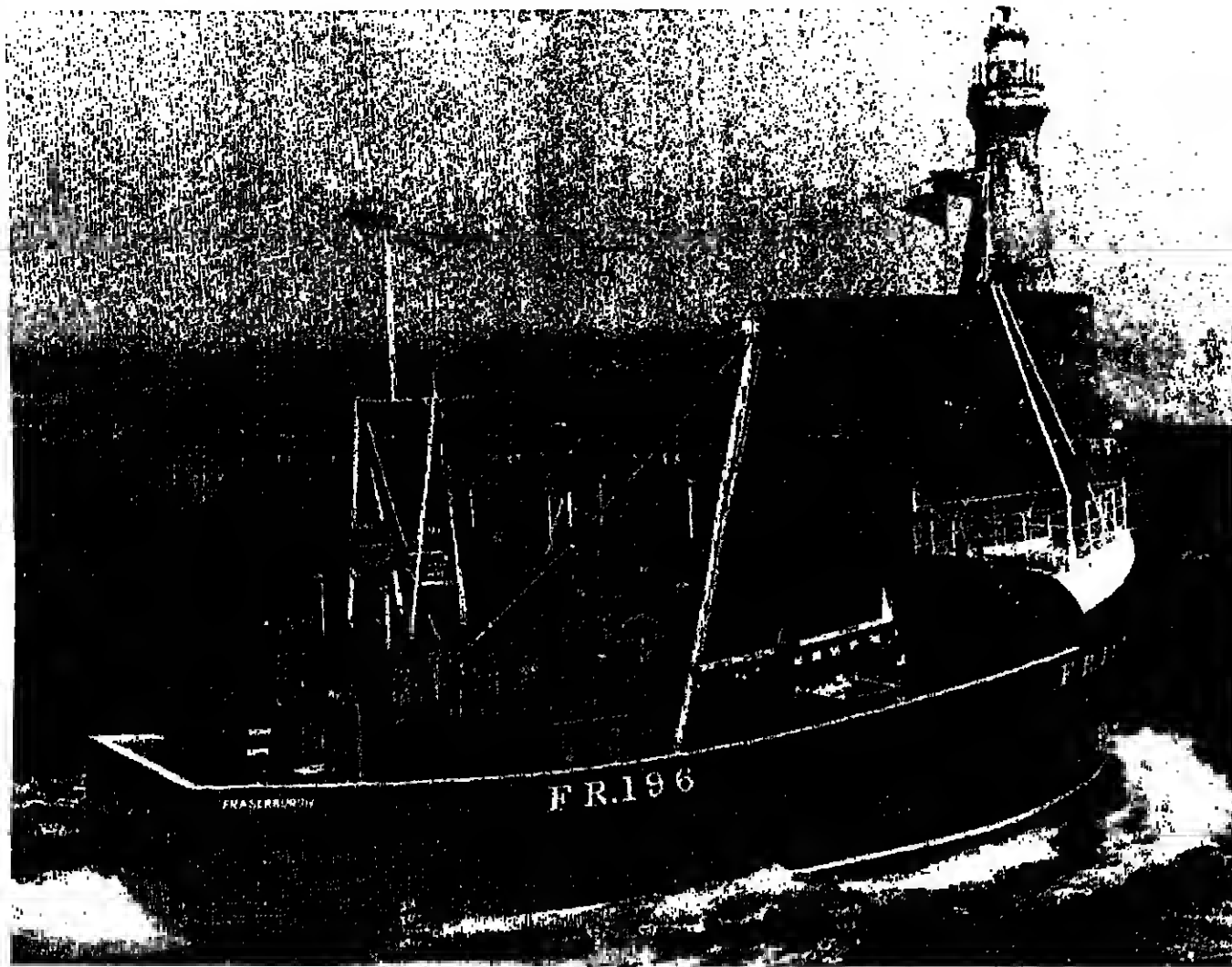
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Independence heads out of Fraserburgh harbour on trials. She is 58ft. 10in. long overall.

Stout trawler for rough ground

THE LATEST in a line of popular stout wooden trawlers from the James Noble (Fraserburgh) Ltd. yard is Independence built for Skipper Fred Normandale of Scarborough.

She left Fraserburgh at the end of May after completing successful trials.

During the last 15 years the yard has completed quite a number of small wooden-hulled trawlers for the Yorkshire ports of Scarborough, Bridlington and Whitby.

Yorkshire fishermen work heavy bobbin gear over rough ground and they like the Noble-built boats for their sturdiness and good towing characteristics.

Independence has a transom stern and is of traditional layout with the deckhouse aft. She has an overall length of 58 ft. 10 in., beam, 20 ft. 1 in., and a tonnage of 45.91.

Her construction is fully in accordance with the Department of Trade Fishing Vessel (Safety Provisions) Rules 1975.

Propulsion is provided by a Kelvin TAS8 diesel engine which gives 375 shp at 1,200 rpm and the unit is coupled through a Kelvin 3:1 reduction and reverse gearbox to a fixed-pitch propeller housed in a Kort nozzle.

Equipment driven from the engine includes a Gilbert Gilkes and Gordon bilge and dackwash pump, plus two Transmotor 24V generators.

A power take off at the forward end of the engine drives the Dowty variable

delivery hydraulic pump for the winch through a 2:1 step-up gearbox.

Wilmar Engineering of Aberdeen supplied the small auxiliary generating set which comprises a Lister 8 hp engine driving a Transmotor 24V generator.

Tanks have capacity for 2,200 gallons of fuel oil and 300 gallons of fresh water.

A Sutherland trawl winch is fitted to Independence athwartships, below the shelter of the wheelback, and galleys are mounted at the starboard bow and on both quarters.

No power block is carried but provision has been made for fitting one at a later date. Towing blocks, trawl sheaves and bollards are from Clark and Co. of Grimsby.

The fishroom, arranged for carrying fish in boxes and on shelves, is insulated or bulkheads and deckhead with Spindex; it is fitted with steel stanchions and wooden pond boards.

Kelvin Hughes and Decca have supplied the electronic equipment in the wheelhouse. Units from Kelvin Hughes include MS44 echo sounder with BL1 Scale Expansion Unit, Furuno bottom lock Adscope, Neco auto-pilot, 'Sailor' T122 R155 SSB radio, telephone, 'Sailor' RT144 vhf radio telephone and Minch Watchkeeping Receiver.

Decca has provided two



Skipper Fred Normandale aboard his new boat Independence.

Mk. 21 Navigators, 350T Track Plotter, RM914 radar and Simrad Q echo sounder with MA Echo Magnifier. An LSS100 C-Tech sonar from Kelvin Hughes is to be fitted later.

Other wheelhouse equipment includes Tanford hydraulic steering gear, Sestrel overhead compass, Morse engine and winch controls, Iver Christensen windows and a Kent Clearview screen.

Independence has a French searchlight mounted on the wheelhouse top, and Chaimit rubber-cased floodlights on deckhouse and

foremast. All the superstructure is of steel.

The combined galley and messdeck below the wheelhouse is fitted with a Newholme Teletar gas cooker and Veillant water heater, and there is a Gondolastic Gas Sentry Mk.2 gas detector.

Bunks for six are arranged in the after cabin which is heated by a Reflex oil stove. A small fridge is also carried in the cabin.

Independence has a total crew of five and is capable of working bottom and pelagic trawls, fishing alone or with a partner vessel.

Her nets have been made by the Sorel Net Co. and by Mark Freeman. The latter firm also supplied the bobbins.

The trawl warp is from Dawson and Usher of Sunderland and the steel Vee-form trawl doors from Little of Fleetwood.

For the last three years or so Skipper Normandale has fished with the 54 ft. Scarborough boat Courage.

NEWS THAT the Department of Trade is to review its compulsory safety rules for inshore vessels has brought an enormous sigh of relief at Grimsby.

The full-time inshore fisherman is nobody's fool. He knows only too well when it's unwise to venture out in unsettled weather and would never dream of putting to sea in any boat considered unworthy.

He is seldom at sea for more than a few days — and rarely out of sight of the coast.

Inshore fishermen have long felt their livelihood is being threatened by legislation intended for vessels working more distant fishing grounds. The announcement should at least provide a welcome breathing space and, hopefully, will halt the decline in what was once a thriving section of Grimsby's fishing industry.

Although there have been pressures from other quarters, the main bone of contention is the DoT surveys with their big fees and added financial burden of complying with the regulations.

Inflation has, of course, made the whole business even more of a headache for the owners. However, many inshore vessels sail away from Grimsby to avoid coming under the microscope of the DoT have gone to interests outside fishing.

As leisure craft they are likely to be handled by far less experienced people than the fishermen who knew their capabilities inside-out in all conditions.

No one doubts the motives of making fishing vessels safer, but the extenuating circumstances of the full-time inshore boats have stuck out like a sore thumb for ages.

It is, therefore, to be regretted that the remote powers in Westminster have not acted with a little more alacrity. At Grimsby they are closing the stable door after most of the horses have bolted — and at the very time when they are needed most.

Unhappily, note the summer dogfishing season has got away to a splendid start, with the early inshore liners doing particularly well. Many operations were hindered by the succession of north-easterlies, but once into June the fishing picked up wonderfully.

Judging by the prices being made, the jacks and bitches are well up to standard. An average of £30.00 per lb. by the dainty Sparkling Star (LN 275), and £31.85 by Children's Friend (FD 225), just before the Jubilee weekend must have been very close to record prices for dogs.

Meanwhile, Alison Jane (LT 411) has had her WFA experimental line baiting and hauling equipment removed for modification after a 'very successful' trial period.

It's hard and tedious work hand-baiting with eel bait mackerel cubes and a production model of this gear, once perfected, will be a giant step forward in line fishing.

Recalling some of the stories which appeared in our columns this year ago...

JUNE 24, 1976 FISHING NEWS in colour posters to sell sales. Slogans: 'Big Fish', 'Big Fish', 'Big Fish'.

For the last three years or so Skipper Normandale has fished with the 54 ft. Scarborough boat Courage.

50 years ago

INSIDE at Grimsby

A MONTHLY FEATURE

On the morning of many of the landing boats come from Danish waters to full-time inshore fishing.

On the fish off Yorkshire, the holiday season in What they lose on the per tonne (£45 at the night and Bridges & ning of June in Grimsby they gain on fishing time the days lost steaming backwards and forwards the continent.

One interesting new venture, Skipper many of the landing boats come from Danish waters to full-time inshore fishing.

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Despite the usual problems, TOM WOOD.

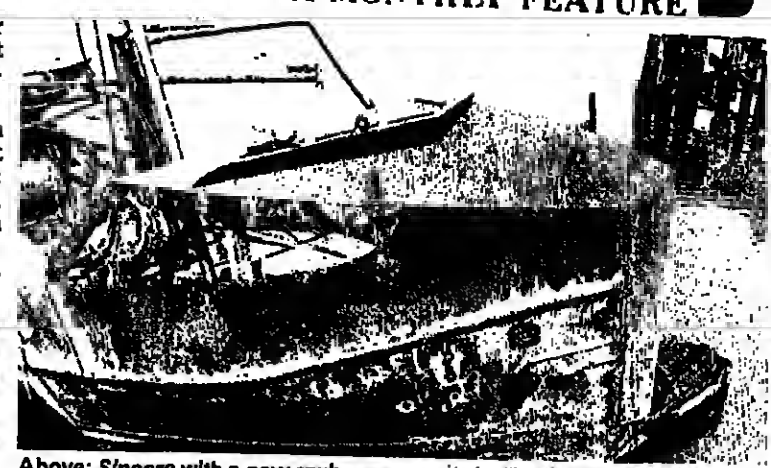


Above: Skipper Jimmie Howard just missed setting up a port sinner grooving Gladness made £10,342 in kilts. He has made a top catches this year. Transsetter following the with a new wheelback. Nordic Prince has been to Grimsby with sanders.



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Above: Sincere with a new snub nose and a wheelback in the process of construction.

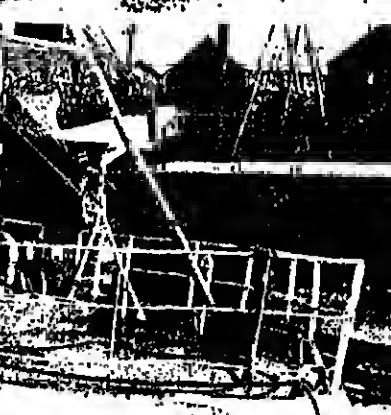
Above right: belting head lines aboard Allison Jane. The WFA has been experimenting with automatic lining gear aboard the boat.

Right: the inshore gill-netter, WFA being re-caulked during a routine slipping.

Far right: Skipper Jimmie Howard's command, Esme, may soon have a combined Loele winch and drum system.



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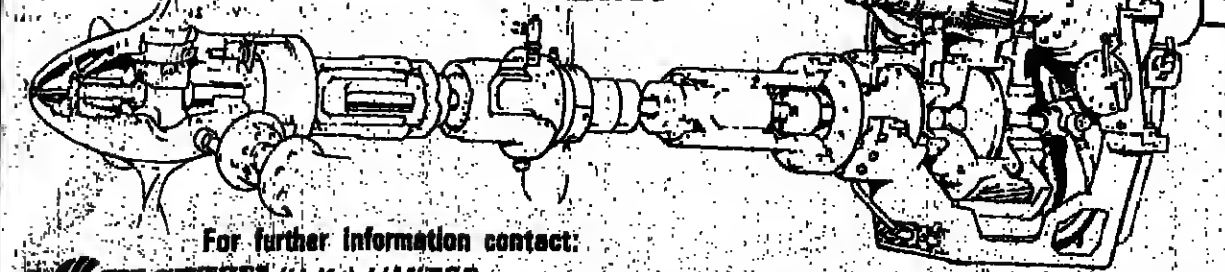
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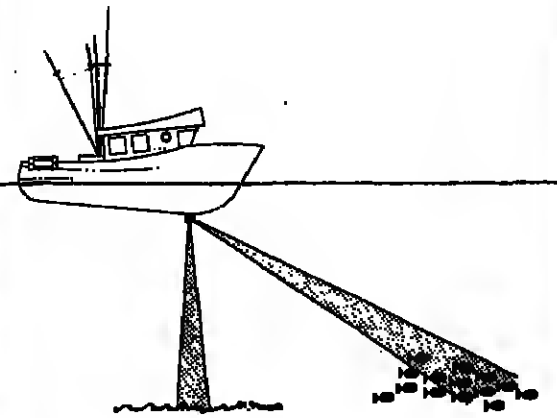
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STEEL HULLS the corrosion factor

"DESPITE the apparent economic advantages of buying a mass-produced glass fibre hull for completion locally, we prefer to buy a steel hull about 40 ft. long which we can have arranged and fitted out for trawling."

"We are putting off the final purchase because we are not sure what corrosive influences a steel hull is exposed to when based in a harbour which practically dries out at low water."

"Please send us any information on the advantages and disadvantages of steel hulls and their liability to corrode."

Merits

■ One of the advantages of a steel hull is that it is so strong in itself that it does not require much internal structural support, and this means that its price is comparatively low.

The strength of a steel hull is greater than others and it will withstand day to day rough treatment in harbour better. It is also immune to attack by marine borers.

Fixtures and fittings are always well attached to a steel hull and there is little risk of them being torn away by excessive strain.

The technique of welding enables alterations and/or additions to be made quickly and inexpensively and, a minor advantage, steel tube can be welded into a steel hull to simplify the process of fitting a stern tube.

The principal disadvantage of a steel hull, as you have said, is its liability to corrode unless carefully maintained.

In a tidal harbour such as you mention, a hull might corrode through electrolytic action while afloat and through atmospheric corrosion when hauled in and left out of the water.

However, the modern methods of treating steel and offering it cathodic protection against electrolytic or galvanic action, and coating it against atmospheric corrosion can now render a steel hull practically immune from such influences.

Sprayed

If the plates used to construct your boat were hot zinc dipped or sprayed, they would be well protected against all corrosive influences.

If zinc or magnesium anodes were fitted to the hull below the waterline, in positions recommended by their suppliers, no trouble would arise from electrolytic or galvanic action.

Such anodes are the best form of protection against possible damage caused by electrolytic action between propeller and hull, or by electric current discharge into the water from other vessels when you are in harbour.

Corrosion caused by these influences is probably most menacing of all today. When different metals used in a vessel's hull and stern gear are submerged in sea water, electro-chemical action is bound to take place between them.

The more reactive metals become anodes and the less reactive become cathodes. Local cells are formed which cause chemical action, and

John Burgess' Log



release of electrical energy, resulting in metals becoming more reactive unless anodes are fitted which are meant to be sacrificed.

If, after being zinc dipped or sprayed, plates were coated with a zinc rich primer or epoxide resin composition, and over-coated with high performance polyurethane or chlorinated rubber paints,

TRY TRAP HAULER

"SINCE THE price of lobsters rose sky-high our local grounds have just about been fished out. We are, therefore, considering exchanging our present boat for a high speed one, to work grounds further away on which we know there are still a few numbers."

Best way

"Our problem is that we have to work off a beach and we can't decide which would be the best way of powering a shallow draft boat capable of being driven at 12-15 knots."

"We have thought of a jet propulsion unit but the intake might fill with pebbles and shingle in shallow water. If we used a powerful outboard we should not be able to fit a hauler which is practically essential, so the grounds are in deep water."

Moreover, the normal snags of a high-speed inboard engine would involve risk of damage to propeller and stern gear when beaching.

Which do you think would be the best way to power this boat?"

■ The best way would be to use a powerful outboard and to overcome the hauler problem by fitting one of the trap line haulers which have recently been introduced and which can be run off outboard engines.

Design

This device is designed to be clamped to thwart, gunwale, quarter-knee or transom, close to the engine, and to be connected to it by means of a drive unit which externally resembles a short length of hydraulic hose.

Fitting of a special flywheel nut is the only modification that has to be made to an engine to enable the hauler to be driven from it. No special tools and skill are required to do this.

When in position neither hauling above nor drive unit interfere in any way with normal operation of the engine or its steering gear.

In operation the hauler is said to work without attention

they would be highly resistant to all atmospheric corrosive influences.

Provided that you then maintain these coatings properly and replace sacrificial anodes as and when necessary, there is no reason why your steel hull should not last as long as one built of wood or moulded with glass reinforced plastic.

and to coil lines down on its own. It will haul one pot while you are clearing and re-baiting another. And, by disengaging the line from the sheave, it will hold the pot on the surface until you are ready to deal with it. If floor pots foul during hauling, the sheave will automatically cease to revolve.

Apart from taking the labour out of working pots in deep water, this hauler has several merits.

You can use smaller diameter line than usual and so reduce expenses and you can also work pots efficiently and safely, not only when there are two of you in the boat but when you are on your own.

Maintenance is likely to cost little or nothing as all fittings are made of stainless steel of corrosion-resistant aluminium alloy.

Trap fishermen in eleven different countries are now using the hauler and it has become remarkably popular among those in Scotland — maybe because one of them found that, single-handed, his 18ft. boat, he could haul as many as 380 prawns from 20 fathom in five hours.

Full particulars about it are obtainable from Trap Fishing Ltd., 47 Meppel Road, Dublin 4, Ireland.

HOW DO DIFFER?

"WHAT'S the difference between a rod and a grey mullet nupt from this colour?"

■ There are many differences. The red mullet, and the striped mullet, which closely resembles it, belong to the family Mullidae whereas thick-lipped and thin-lipped grey mullet are members of the family Mugilidae.

The red mullet is rarely captured anywhere in British waters other than off the coast of Cornwall, and it migrates from there to warmer waters as soon as the weather becomes cooler in autumn. It feeds principally on shrimps but also on mussels and worms. It grows to a weight of 3 lbs and is said to be exceptionally good to eat.

Rivers

The thick-lipped grey mullet (*Mugil labrosus*), the species most commonly found in British waters, has a grey-green back and a white belly, the overall effect being a silvery grey. It enters estuaries and rivers in the spring and returns to the sea about the time the first frosts occur in autumn.

The grey mullet feeds on small organisms to be found in weed, also by scraping mud bottom and extracting

SCRATCH FILLERS

"THE HULL of my Gap boat has become badly scratched."

"Some of the scratches are quite deep; others are hardly deep enough to fill but they are unsightly and look like white chalk marks on the red gel-coat."

"I have tried using wax as the scratches and it works alright for a while until the several trips to sea it washes off."

"Can you recommend a more effective composition?"

■ If you were to apply a two-part epoxide paint to the shallow scratches, it might prove a longer lasting cosmetic than wax.

Deeper scratches would be best filled with a filler such as Bondapaste, obtainable from Bondaglas-Vesta Ltd., 135 Ravenscroft Road, Beckenham, Kent. Then coat with epoxide paint.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

Aberdeen lab's work is filmed

A FILM of the work carried out by the Marine Laboratory at Aberdeen has been completed for the Central Office of Information.

The 25-minute film *Look to the Sea* shows experiments in finding long line baits, fish tagging and fish behaviour. It has been mainly made for groups visiting the laboratory from home and overseas, also for the fishing industry so that it can be aware of the services the lab offers.

Look to the Sea was made by International Film Associates (Scotland) and replaces the lab's earlier film made over 20 years ago.



George Henderson — 'sorry to go'.

Berthing master retires

GEORGE Henderson has retired after being berthing master at Aberdeen harbour for 37 years.

Mr. Henderson told *Fishing News* that he can remember when herring were landed by steamer drifters from Yarmouth and Lowestoft. After the last war seine net vessels began to land at Aberdeen and Mr. Henderson has seen as many as 67 seiners moored in the River Dee.

He saw the decline of seiner landings because the majority of these vessels deserted Aberdeen in favour of Peterhead.

Great line vessels now number only about five, but Mr. Henderson can recall a time when 20 or so were based at Aberdeen.

The port's fleet of trawlers is now composed of motor vessels, but in Mr. Henderson's earlier days they were powered by steam.

He had made many friends among local and visiting fishermen and said he is 'sorry to leave them all'.

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FAROE DOUBLES BLUE WHITING HAUL TO £1M

EIGHT Faroese purse seiners have grossed almost £1 million from the spring blue whiting season. The ships landed a total of 25,000 tons of blue whiting — twice as much as last season which was the first the Faroese ships had exploited the species.

Top ship was the purse seiner *Christian i Grötnum* with a total catch of 5,354 tons. Her sister-ship *Durid*, which was arrested for poaching off the Scottish coast earlier this year, was also amongst the top runners with a respectable 3,286 tons. Both ships are based in Klaksvik.

The huge stocks of blue whiting are expected to play an increasingly important role to the Faroese economy, not only as a raw material for the fish meal plant but also in swopping deals.

Icelandic ships would be allowed quotas in this fishery in exchange for Faroese access to the much-needed Icelandic cod grounds.

The blue whiting season starts around mid-April and lasts until the middle of June.

Colne sisters hit £14,000

THE TWO Colne stern trawlers *St Patrick* and *St Phillip* won Lowestoft's top earnings last week.

St Patrick (Sk. David Bedford) came in for Thursday's market with a 503-kit catch — one of the best landed on the local dock in recent weeks — after a 13-day trip. The haul sold for £14,800.

Her sister-ship *St Phillip* (Sk. T. Martin) was in on the Tuesday with a 440-kit catch after 12 days to gross £14,557. *Small & Co's Suffolk Monarch* (Sk. D.P. Smith) landed a 419-kit catch on the Wednesday after 12 days at sea which sold for £11,959 to claim third place.

Two other stern fishing sister-ships, *Talisman's Barmby Queen* and *Bolby Queen* — took fourth and fifth places.

Barmby Queen (Sk. Colin Craig) had an £11,219 grossing from 419 kits, while *Bolby Queen* with a 406-kit

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ISLAND DEMANDS PARITY ON LIMITS

GUERNSEY fishermen who are seeking parity with the United Kingdom over fishing limits negotiated at Common Market level in Brussels are being supported by the Island's Sea Fisheries Committee.

The Guernsey Fishermen's Association is hoping to make contact with the Home Office, through the Island's Bailiff (president of the States parliament), so that the option of island fishermen can be made known in Brussels.

SFC president, Councillor Alastair Mackay, has made it clear that the committee will be making representations to the appropriate authorities.

A SFO spokesman said that, while the UK fishermen

who are allowed to take specified types of fish within the outer belt.

Guernsey fishermen want more right control over the six to 12-mile belt as they do 80 per cent of their fishing in this area.

They also want any new limit secured by the British government to apply to the Channel Islands as well as UK waters.

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